

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 "POWAN," 2,338 " " W. A. Valentina.
 "FATHAN," 2,260 " " R. D. Thomas.
 "HANKOW," 3,073 " " C. V. Lloyd.
 "KINSHAN," 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONGSHAN," 1,998 tons Captain G. F. Morrison, R.N.R.
 Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.
 Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

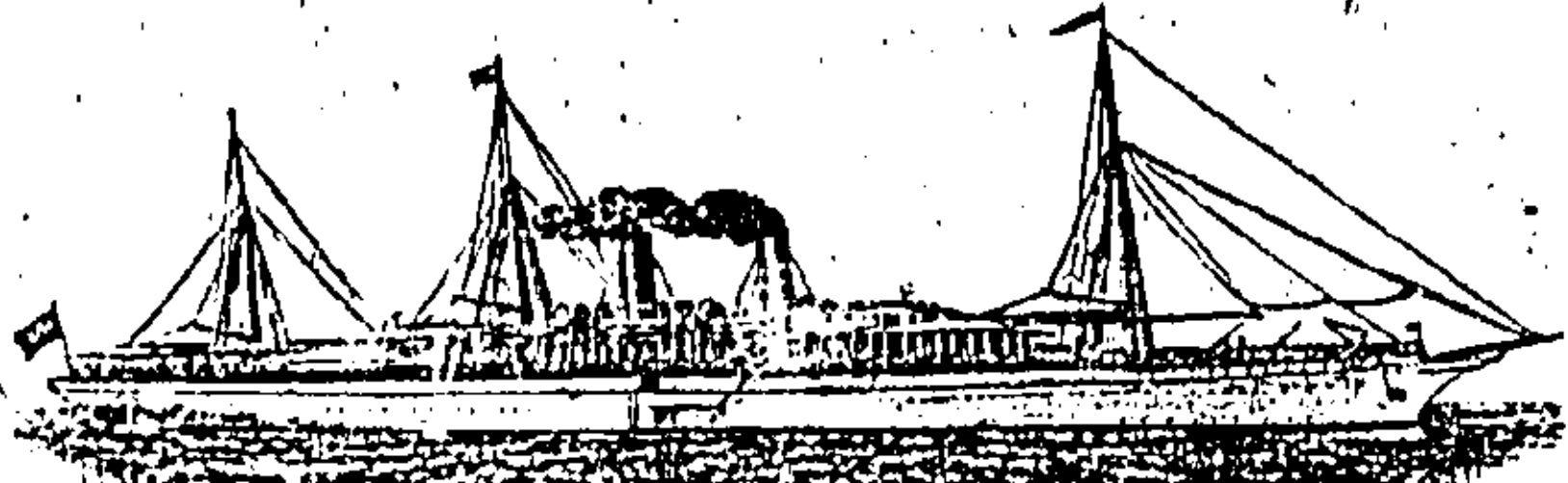
CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Wilcox.
 "NANNING," 559 " " C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of **BUTTERFIELD & SWIRE,**
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 31st March, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "ATHENIAN"	2,440	WEDNESDAY, April 11	May 5
"EMPRESS OF INDIA"	5,000	WEDNESDAY, April 18	May 9
"MONTEAGLE"	5,500	WEDNESDAY, May 2	May 26
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, May 9	May 30
"TARTAR"	4,425	WEDNESDAY, May 23	June 16
"EMPRESS OF CHINA"	6,000	WEDNESDAY, May 30	June 20

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class via St. Lawrence £60. via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. E. BROWN, General Agent,
 Hongkong, 28th March, 1906. Corner Paddar Street and Praya, opposite Blake Pier. (13)

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATE.	Freight and Passengers.
SCANDIA	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO)	10th April	Freight and Passengers.
SLAVONIA	FOR ODESSA (DIRECT). (Calling at SINGAPORE & COLOMBO)	About 11th April	Freight.
SENEGAMBIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO)	18th April	Freight.
ST. GOVIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO)	2nd May	Freight.
ISTRIA	MARSEILLES and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO)	8th May	Freight.
C. FRED. LAEISZ	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO)	16th May	Freight.
SITHONIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO)	30th May	Freight.
ANDALUSIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO)	14th June	Freight.
VANDALIA	NEW YORK. (Calling at S'PORE, PENANG & COLOMBO)	6th May	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Daily qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 King's Buildings.

Hongkong, 4th April, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
GNIESEN	WEDNESDAY, 18th July.
BAVERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.

ON WEDNESDAY, the 11th day of April, 1906, at Noon, the Steamship PRINZ REGENT LUITPOLD, Capt. H. Kirchner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 9th April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 10th April, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 10th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ	64. 0. 0.	44. 0. 0.	26. 0. 0.
VIA NAPLES, GENOA OR GIBRALTAR	115. 0. 0.	79. 0. 0.	47. 0. 0.
Return	68. 0. 0.	46. 0. 0.	27. 0. 0.
VIA BREMEN OR SOUTHAMPTON	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 1st May.
WILLEHAD	4,763	TUESDAY, 29th May.
PRINZ WALDEMAR	3,227	TUESDAY, 26th June.

ON TUESDAY, the 1st day of May, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£38. —	£18. 10	£14. 00	Return £42. 00	£27. 15
TO BRISBANE	£39. —	£20. —	£14. —	Return £54. —	£36. —
TO SYDNEY	£33. —	£23. —	£15. —	Return £59. 10	£41. 10
TO MELBOURNE	£34. 10	£24. 10	£16. —	Return £62. 5	£44. 5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120. —
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120. —
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer £97. 0. 0.
 TO EUROPE VIA AUSTRALIA AND AMERICA 96. 0. 0.
 From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	PRINZ SIGISMUND	TUESDAY, 10th April.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SACHSEN	WEDNESDAY, 11th April.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ HEINRICH	WEDNESDAY, 25th April.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & S. S. Co., T. E. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£61. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 4th April, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

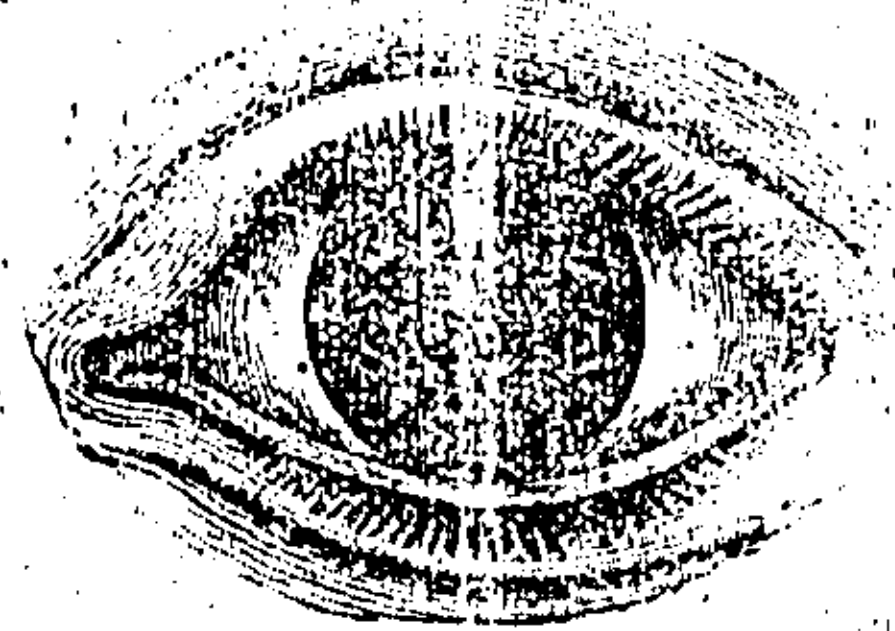
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

EYES



RIGHT!

N. LAZARUS, OPTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905. [48]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING,"
 SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports.
 THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI,"
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 THE steamers sail from HONGKONG to SHANGHAI, SHUOHING, TAKHUNG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West river.

For the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905.

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JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE
 BETWEEN
 JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU	JAPAN	First half April	JAVA PORTS	First half April
TJILIWONG	JAVA	First half April	JAPAN VIA SHANGHAI	First half April
TJIPANAS	JAPAN	Second half April	JAVA PORTS	First half May
TJILATJAP	JAVA	Second half April	JAPAN VIA SHANGHAI	First half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 24th March, 1906.

[15]

KWONG SANG & Co.,
 No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies, and Children's Underwear, Silk, Pongee, Grasscloth, Fanny and Piece Goods, &c.
 Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.
 TRIAL ORDER SOLICITED.
 Hongkong, 1st February, 1906. (180)

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905.



FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES,

CHIMNEYS, GLOBES, SHADES, &c.,

for GASOLINE AND GAS LAMPS

at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,

50, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [59]

Intimations.

**WM. POWELL,
LTD.,**

ALEXANDRA BUILDINGS.

JUST RECEIVED.

**DAINTY
DRESS
FABRICS**

for
**SPRING & SUMMER
GOWNS.**

**LATEST
PRODUCTIONS.**

FANCY MUSLINS,
FIGURED MUSLINS,
SPOT MUSLINS,
PRINTED MUSLINS,
CHECK MUSLINS
25 cts. to \$1.25 per yard.

**COLOURED
DRESS
LINENS,**
(all pure Flax)
—Everlasting Wear—

in
PALE BLUE,
BUTCHER BLUE,
NAVY BLUE,
GREEN AND FAWN,
75c. per yard.

**PRINTED
VOILES AND
NAINSOOKS,
CRASH**

**ZEPHYRS,
MERGERISED
LAWNS,
FRENCH
DELAINES,**

&c., &c., &c.,
AT MODERATE PRICES.

**FIRST-CLASS
DRESS-MAKING**
At very Reasonable Charges.

Wm. POWELL, Ltd.,
HONGKONG.
Hongkong, 20th March, 1906.

Intimations.

**THE CHINA LIGHT AND POWER
COMPANY, LIMITED.**

THE FIFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the Company will be held in the Company's Office, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, 7th April, 1906, at 11.45 A.M., for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 28th February, 1906, and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED on WEDNESDAY, 4th, to SATURDAY, 7th April, both days inclusive. SHEWAN, TOMES & Co., General Managers. Hongkong, 24th March, 1906. [332]

PHILIPPINE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING OF THE SHAREHOLDERS OF PHILIPPINE CO., LIMITED, will be held at the Office of the National Bank of China, Ltd., Queen's Road, Hongkong, on WEDNESDAY, the 11th day of April, 1906, at 3.15 P.M., when the subjoined Resolution will be proposed. Should the Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

RESOLUTION. That the firm of Messrs. E. S. KADOORIE & Co. be appointed GENERAL MANAGERS of the Company in the place of Messrs. BENJAMIN, KELLY & POTTS and that Article 56 of the Company's Articles of Association be altered by substituting the words "E. S. KADOORIE & Co." for the words "Benjamin, Kelly & Potts."

BENJAMIN, KELLY & POTTS, General Managers. Hongkong, 31st March, 1906. [407]

**UNION INSURANCE SOCIETY OF
CANTON, LIMITED.**

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-THIRD ORDINARY YEARLY MEETING of the Society will be held at Head Office, No. 2, Queen's Buildings, Hongkong, on SATURDAY, the 28th April, 1906, at 10 A.M., for the purpose of receiving the Report of the Directors together with Statements of Account to the 31st December, 1905, and of declaring Dividends, etc. The TRANSFER BOOKS of the Society will be CLOSED from 18th April to the 28th April, both days inclusive. By Order of the Board, W. J. SAUNDERS, Secretary. Hongkong, 3rd April, 1906. [418]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.
SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES.

&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 7th March, 1905. [51]

FURNITURE WAREHOUSE.
LI KWONG LOONG & CO.,
司公隆廣李
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 35, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required. Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.
ORDERS punctually attended to, and CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 1st March, 1906. [396]

AN APPEAL.
THE SUPERIORESS OF THE ITALIAN CONVENT, CAIWE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required. The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892. [41]

SIR JOHN JACKSON, LTD.

The Western Morning News (Plymouth), of Feb. 23, has this reference to the contract for the minor harbour scheme:—

Although no official information is at present available on the subject, we are in a position to state that the firm of Sir John Jackson (Limited) has secured the contract for constructing new docks at Singapore, and that the amount of the contract is over two million sterling. The news will be especially welcome to the people of Devonport, where Sir John Jackson, who is at the head of the great firm of contractors, is held in the highest esteem. The firm has carried out important contracts for public works in all parts of the world, and among the undertakings at present in hand may be mentioned an extensive and costly water-power scheme at Ballachulish, in Scotland, and harbour works at Simon's Town, South Africa. But in the Westcountry, Sir John Jackson's firm is best known through the gigantic scheme of dockyard extensions at Keyham, which have cost nearly six millions sterling, and which, it is hoped, will be opened by his Majesty the King next June or July. During the time that the Keyham works have been in hand as many as 3,400 men have been employed by the contractors at one time, and at present there are about 2,500 engaged there, but towards the end of the year the works will have been practically completed, and the thousand of men who have from time to time been employed at Keyham will have found employment in all parts of the kingdom. Of those who have occupied higher positions under the firm at Keyham during the past ten years, some are now doing well in the remotest corners of the world, and it may be taken for granted that others will soon be on their way to Singapore.

It is understood that the new contract secured by Sir John Jackson (Limited) in connection with the scheme under which the Government of the Straits Settlements, with the object of establishing a new naval base in the Far East, has acquired the docks of the Tanjong Pagar Company. The docks of this company, it may be mentioned, are among the largest in the world, and to determine the cost of the transfer, Sir Edward Boyle, K.C., and Mr. Inglis, manager of the Great Western Railway, were appointed arbitrators for the vendors and the Colonial Government respectively, with Sir Michael Hicks-Beach, M.P., as umpire.

THE "PROFIT" DOWIE'S LOSS.

PICTURE OF PAST SPLENDOUR.

A DINNER IN ZION CITY.

I read in the London Daily Mail of January 19 (writes a correspondent to that paper of the following day), that Dr. Dowie has been permanently removed from the financial control of Zion City, owing to his "extremely profligate squandering of money." I had expected some such announcement for some time. The reading of the paragraph recalled to my mind a certain day in the summer before last, when, taking train from the city of Chicago, I found myself an hour later within the sacred-city of the Dowieites.

After long waiting I secured an interview with the great man, and was ushered into an apartment of great size and greater elegance. Beautiful carpets covered the floor and costly pictures adorned the walls; the desks were of oak, the ink-bottles of silver.

At his roll-topped secretaire sat the autocrat Dowie himself, dressed in a morning suit of a light soft material that looked like silk, his long white hair falling over his breast and imparting a patriarchal appearance to the figure.

My first disappointment was when he rose to bid me welcome. From his photographs one gets the impression of a man who is tall and commanding in appearance, but the real height is not more than 5ft 6in.

Some talk passed between us, and then he led me into his council chamber and pointed out the wonders thereof. The apartments at Westminster are poor and shabby in comparison. Lolly ceilings, polished walls, solid tables and chairs, soft carpets and beautiful fittings of every description made me wonder whether I had not made a mistake, and been in some mysterious way wafted into the council-room of a great nation.

"Come over to my house and have dinner with me."

THE HOUSE LIKE A PALACE. I accepted the invitation, and as his carriage was waiting at the door, with his couple of horses and his attendants, we stepped into it, and drove off. We had not very far to go, for Zion City is not a large place.

Dowie's own dwelling-place looked unpretentious enough from the outside, having the appearance of an average English villa, but inside it is more like an Eastern potentate's palace.

Dinner was served. Like all fashionable parties, we began with soup. I did not taste anything so good all the time I was in America. But the host evidently thought that an apology was necessary for the plainness of the fare. "Katie didn't know you were coming," he observed, "or she would have had a nice dinner waiting for you. We sometimes have a good dinner here," he added. I could believe it, for if anything so fine as the one to which I was treated is often surpassed, it must be worth going a long way to see and taste.

"I am the hub of this place," he said to me, as we sat at table, and the confession seemed to give him joy. "There are 10,000 people in this city—established only three years ago—and within ten years more there will be a population in Zion City of 50,000." Then he put to me the question:—"Do you think we could prosper this way if God were not with us?"

I thought of asking him how his professions of simplicity and meekness corresponded with his obvious extravagance, but I contented myself with putting the question to some of his followers, and they explained it in this way, that to make the impression which is necessary on the part of such a great leader he must have something to show.

And now he is fallen—deposed. How this disposition will affect the future of the city remains to be seen, but there is just the possibility that the extravagance of the autocrat will have done more to wreck the scheme than his foresight did to build it up.

Notices of Firms.

NOTICE.

FROM DATE, and during our Mr. MITCHELL'S absence from the Colony, Mr. FRANK LAMBERT will have Charge of our Business at this Port, and is Authorized to Sign our Firm Proclamation.

CALDBECK, MACGREGOR & CO.
Hongkong, and April, 1906. [419]

NIPPON YUSEN KAISHA.

I HAVE this day RESUMED CHARGE of the Company's business at this Port.

A. S. MIHARA, Manager. Hongkong, and April, 1906. [414]

NOTICE.

THE Partnership of BENJAMIN, KELLY & POTTS has this day expired by Effluxion of time, and Messrs. S. S. BENJAMIN and G. H. POTTS have been appointed Liquidators in Shanghai and Mr. E. S. KADOORIE as LIQUIDATOR in Hongkong, and they are respectively empowered to receive all monies due to and to pay all monies owing by the late firm of BENJAMIN, KELLY & POTTS. The successors of the firm are Messrs. S. S. BENJAMIN and G. H. POTTS in Shanghai and Messrs. E. S. KADOORIE & CO. in Hongkong who are prepared to carry on BROKERAGE BUSINESS as heretofore. (Signed) E. S. KADOORIE. Hongkong, 31st March, 1906. [404]

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by
PUBLIC AUCTION,
ON
FRIDAY,
the 6th April, 1906, at 11 A.M., at No. 109A, Prince's Street,
A QUANTITY OF
COPPER PIPING, COPPER CYLINDERS
FOR LIFE RAFTS, LIFE BELTS,
&c., &c., &c.
And a quantity of other GEAR, comprising:
BRASS BINNACLE COWS, BRASS
SIX-ANCHOR, and MAST HEAD
LIGHTS, WIRE ROPE, MANILA-ROPE,
&c., &c., &c.

One CHRONOMETER, in good condition,
AND
One LIFE BOAT.
TERMS—As customary.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 3rd April, 1906. [410]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
SATURDAY,
the 7th April, 1906, at 11 A.M., at their
Sales Rooms, No. 8, Des Vœux Road,
corner of Ice House Street,
80 CASES OF FRENCH MACARONI,
(in first-class order and condition).
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 3rd April, 1906. [416]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

OF
VALUABLE LEASEHOLD
PROPERTY,
situate in Des Vœux Road, Victoria, in the
Colony of Hongkong,
IN THREE LOTS,
BY
Mr. GEO. P. LAMBERT, Auctioneer,

ON
WEDNESDAY,
the 11th day of April, 1906, at 3 P.M., at his
Sales Rooms, Duddell Street, Victoria.

Lot No. 1.—All those PIECES OF GROUND intended to be registered respectively in the Land Office as Section C of Island Lot No. 1112, and Subsection No. 1 of Subsection No. 12 of Section A of Marine Lot No. 95 with the message thereon known as No. 149 Des Vœux Road West. Annual Crown Rent \$6.40.

Lot No. 2.—All those PIECES OF GROUND intended to be registered respectively in the Land Office as Section D of Island Lot No. 1311 and Subsection No. 2 of Subsection No. 10 of Section A of Marine Lot No. 95 with the message thereon known as No. 351 Des Vœux Road West. Annual Crown Rent \$9.32.

Lot No. 3.—All those PIECES OF GROUND intended to be registered respectively in the Land Office as The Remaining Portion of Island Lot No. 1311 and The Remaining Portion of Subsection No. 10 of Section A of Marine Lot No. 95 with the message thereon known as No. 353 Des Vœux Road West. Annual Crown Rent \$9.58.

For further particulars and conditions of sale, apply to—
EWENS, HARSTON & HARDING,
Solicitors for the Mortgagees,
or to
Mr. GEO. P. LAMBERT,
Auctioneer.

Hongkong, 29th March, 1906. [396]

NOTICE.

THE SALE BY AUCTION of ALMA BATU KAWAN AND FRYE ESTATES stands postponed to a future date, of which due notice will be given.
KENNEDY & Co., Auctioneers.
Penang, 16th February, 1906. [376]

To Let.

CHEAP RENTALS.

EUROPEAN FLATS to let, Nos. 45 and 46, ELGIN and GARDEN ROAD, Kowloon. Bathrooms, Servants' Quarters, Gas and Water laid on.

Apply to—
H. RUTTONJEE,
No. 5, D'Aguilar Street, Hongkong,
or
No. 37, Elgin Road, Kowloon.
Hongkong, and April, 1906. [64]

TO LET.

(FROM JUNE, 1906).
No. 2, ANTRIM VILLAS, Des Vœux Road, Kowloon. A Five-Roomed House.
Apply to—
HUGHES & HOUGH,
8, Des Vœux Road.
Hongkong, 10th March, 1906. [339]

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.
Floor Area 6,100 square feet each.
Apply to—
JARDINE, MATHESON & Co.,
Hongkong, 20th January, 1906. [147]

TO LET.

No. 5, SEYMOUR TERRACE. Five-roomed House. Moderate Rental.
Apply to—
WONG KAM FUK,
Hongkong and Kowloon Wharf and Godown Co.
Hongkong, 9th March, 1906. [332]

TO LET.

"HAYTOR" THE PEAK. Immediate Possession.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 17th March, 1906. [363]

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.
GODOWNS ON PRAJA EAST.
A BUILDING at CAUSEWAY BAY, formerly in occupation of the Steam Laundry Co., Ltd.
A HOUSE in CLIFTON GARDENS, Conduit Road.
A HOUSE in WONG NEI CHONG ROAD.
A HOUSE in RIFON TERRACE.
FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th February, 1906. [72]

TO LET.

No. 15, KNUITSFORD TERRACE, KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 30th December, 1905. [74]

TO LET.

GODOWN No. 3, NEW PRAJA, Kennedy Town.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 27th June, 1905. [73]

Hotels.

**OCCIDENTAL
HOTEL.**

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1904. [72]

**ORIENTAL HOTEL,
MACAO.**

A FIRST CLASS HOTEL situated in the Centre of Praya Grande with splendid view of the Harbour.

LARGE AND LOFTY ROOMS,
Elegantly Furnished.

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to—

THE MANAGER,
Macao, 16th October, 1904. [39]

**KING EDWARD
HOTEL.**

A HIGH-CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOM.

PRIVATE BAR and BILLIARD-ROOM.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER.
Hongkong, 4th December, 1905. [30]

Intimations.



**THE POPULAR
SCOTCH
IS
"BLACK & WHITE"**



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
HRH the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [53]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.
PRICE \$1.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903. [62]

THE WINE GROWERS

SUPPLY CO.



BARRETTO & Co.,

General Agents, Hongkong.

WHISKIES.

SCOTCH.

Black's Fine Old

Scotch \$8.00 Per Dozen Case.

Neil McLean, Old

Scotch 10.00 " "

Ronald Rennie,

Green Seal 12.00 " "

Glen Alva * * * 13.00 " "

Neil McLean, Finest

Liqueur 13.00 " "

Ronald Rennie, Per-

fection 14.00 " "

Melrose 16.00 " "

Ronald Rennie,

Finest Liqueur ... 16.00 " "

Melrose * * * (12

Years Old) 20.00 " "

IRISH.

Mitchell's Old, Green

Label \$9.00 Per Doz. Case.

Mitchell's Liqueur,

White Label 15.00 " "

BARRETTO & Co.,

Agents,

Nos. 23 & 24, Bank Buildings,

Queen's Road Central.

Hongkong, 26th June, 1905. [50]

Intimations.



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1847.

CHEMISTS BY APPOINTMENT

TO

HIS EXCELLENCY THE GOVERNOR.

HYGIENOL

(REGISTERED).

A POWERFUL
DISINFECTANT,
GERMICIDE
DEODORISER
CHEAP
HARMLESS
EFFECTIVE.

A. S. WATSON & CO.,

LIMITED,

ALEXANDRA BUILDINGS,

Hongkong, 3rd March, 1906.

\$16.00

WILL BUY A CASE

OF

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR & Co.,

19, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
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The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 4, 1906.

OUR SANITARY LAWS.

Messrs. Humphreys and Lau Chu-pak deserve the thanks of the community for their forcible minutes on the effect of the operation of the sanitary laws on the inhabitants of the Colony. A perusal of the sensible observations of those members of the Board affords convincing proof that, in spite of an inordinate annual expenditure of the public funds and a well-equipped staff of sanitary officials, Hongkong does not seem to fare any better in regard to its mortality from plague than the neighbouring ports where, as in Hongkong, it is also endemic. It has been asserted that the appearance of plague in the Colony synchronizes with an outbreak in Canton; it attains its highest number of cases about the same time that reports are received from the Southern capital of the greatest virulence of the disease in that city and its vicinity. And when atmospheric conditions are favourable, the epidemic dies out as steadily and as surely as it takes the same course in Hongkong. A year of comparative immunity in the Chinese city likewise witnesses a similar condition in our midst. Yet it is not contended for Canton that any elaborate system of sanitation prevails there such as is in existence in the Colony. The causation and spread of the terrible scourge remain little less a mystery to-day—twelve years after its appearance on the Island in an epidemic form in 1894—than it did on the first year of its appearance with us. It is not urged that there should be any relaxation of the best efforts in the application of the most scientific methods recommended to combat so persistent a scourge; but in the administration of the laws providing for the carrying out of our sanitary measures, it is just possible that greater regard might be paid to the domestic privacy and the prejudices of a people, perfectly amenable to all laws, who like to be considered in their individual comforts quite as well as any other section of the community resident in the Colony. It is a serious matter for the well-being of Hongkong when fifty thousand of its law-abiding and revenue-contributing inhabitants are driven to transfer their homes to places where they are not harassed by the operation of laws to secure local domestic cleanliness. There must, surely, be a way of effecting all that is necessary in the best interests of the public health without unduly encroaching upon the susceptibilities of the natives. An exodus of 50,000 of the population is a serious matter. The clearing out of so large a number of the Chinese inhabitants partly accounts for the large number of Chinese tenement houses, built to meet the demand for them which, at one time, seemed apparent would exist in the Colony, being vacant. What wonder, then, that property owners should have their righteous indignation aroused? No one invests his money in the Colony out of purely philanthropic motives. Property owners, like all other investors, have a right to expect the adequate return which might reasonably be earned for their capital. Instead, they are charged with the upkeep and the maintenance in proper tenable condition of empty buildings, and the heaviest of all their penalties (not to speak of unearned interest) is the surcharge for Crown rent which is a fairly heavy burden directly saddled upon property owners but ultimately and indirectly got out of the pockets of small tenants. Regarding the latter class, it is comforting to observe the public advocacy of their cause by Mr. Lau Chu-pak. When that gentleman stated that a quarter or more of an average wage-earner's monthly income is paid away in house-rent he did not at all over-state, but rather under-estimated, the monstrous levy which is made on the middle-class in Hongkong for the one single item of house-rent alone. The hardship is one certainly deserving of more than passing notice, and if the operation of the sanitary laws is responsible—as we have no doubt it is very large so—for a condition of affairs well nigh intolerable to the class immediately affected, it behooves the responsible authorities to appoint a commission of investigation to bring about an improvement in the existing state.

LOCAL AND GENERAL.

M. MENDIR, the kite-flying expert, has been appointed instructor to the British Army at a salary of £600 yearly.

THE return of plague cases to-day contains six cases, four being fatal. The number to date for this year is now 112.

THE Royal Artillery regimental sports will be held at the Happy Valley on the 5th and 6th inst. commencing at 2 p.m. each day.

TWO native officers, 79 N.C.O.'s, H.K.S.B. R.G.A., left per s.s. *Catherine Aplear* on 3rd inst. for Calcutta, on furlough and discharge.

SHANGHAI freight market shows a slight improvement, and rates from Japan remain steady at \$1.50 per ton. There is more inquiry also from the time charterers, a sure sign of a better market.

THE Hongkong Football Club played a team representing "The Destroyers" on the Naval Football ground yesterday afternoon. The match was well played, resulting in a victory for the Club by two goals to nil.

It is stated that his Royal Highness Prince Arthur of Connaught, through Sir Claude MacDonald, has presented the sum of ¥1,000 to the funds of the Blind and Dumb School and other charitable institutions in Kyoto.

THE s.s. *Fulham* had nearly completed loading, at Rangoon, a consignment of 7,000 tons rice for Japan, on the 20th ult., and was expected to leave the harbour on 22nd inst. Her charterers were Messrs. Kruger and Co.

SACCO, the fasting man at Heogler's Circus, completed the 41st day of his fast on 28th of February, thus breaking the world's fasting record. He is very feeble, but hopeful of finishing his task of voluntarily abstaining from food for 45 days.

JOHN Yeoman, fireman, s.s. *Marra*, was charged at the Magistracy with being drunk and disorderly near the Clock Tower at nine o'clock this morning. Yeoman admitted that he was intoxicated, but did not remember being disorderly. A fine of \$5 was imposed.

CENSOR Tso Shao-to has memorialized the Throne that Viceroy Chang Chih-tung shall be ordered to compile regulations to deal with missionary affairs. An Imperial Rescript has granted the memorial and ordered the said Viceroy to compile the regulations after consulting with the Waiwup.

VICEROY CHOU Fu has memorialized the Throne as to the advisability of stopping the sale of slaves in official circles, either Chinese or Manchu, and also amongst the general public and to revise the laws regarding the same with detailed reason alluding to the anti-slavery movement in the U.S., etc. The memorial has six items of regulations attached.

A HOCKEY match was played on the Hongkong Hockey Club ground at Happy Valley yesterday afternoon between teams representing the Army and Navy. At half-time the score was three goals in favour of the Navy. In the second half the soldiers bucked up somewhat and scored their first goal, the Navy soon adding another to their score. Result: Navy 4; Army 1.

By kind permission of Lt.-Col. Aitkin—and Officers, the Band of the 119th Infantry will play the following programme of music at the King Edward Hotel, during dinner, on Thursday, the 5th inst., weather permitting:—
March....."The Queen's Guard".....Williams
Overture....."Haydn".....Auber
Waltz....."The River of Gile".....Liddell
Selection....."A Runaway Girl".....Gayth
Pavane....."Lullaby".....Brewer
Descriptive Piece....."Cik, Cik".....Thorburn
God Save the King.

PROPOSALS for the increase of the salaries of the President and Ministers of State have been introduced into the U.S. Senate. It is suggested that the annual remuneration shall be as follows:—

The President.....	\$75,000
The Vice-President and Ministers of State (each).....	15,000
The Presiding officers of the House of Congress.....	12,000
Members of both Houses.....	7,500

THE *sista* habit would seem to be getting more and more prevalent in Bangkok each day, says the *Star Observer*. Formerly only the French firms seemed to be badly affected by it. But, during the past year or so, American, British and German business houses seem to be similarly touched. They close up at about noon and remain closed until one-thirty or two p.m., with results which are occasionally rather disappointing to their intending customers. The interesting point of the affair is that the habit would seem to be spreading to pretty well everyone in the place. Formerly nobody but the very wealthy did it but since Dr. Campbell Highet's latest lecture on Health it seems to have become quite a general thing.

A BILL, introduced by Mr. Yokoi, chief editor of the *Tokyo Nichi-Nichi*, providing certain clauses to be included in the Japanese Press Law to prohibit newspapers from reproducing telegrams received by contemporaries at heavy cost without the consent of the journal first receiving such telegrams, has been rejected by the House of Representatives. Mr. O-oka, proprietor of the *Chuo Shimbun*, a Tokyo journal, opposed the Bill, saying that the present state of journalism in Japan did not warrant such restriction. Mr. Hayami supported the Bill on the ground that the publication of a newspaper was a matter of business, and if telegrams received by one paper at heavy expense were to be reproduced unconditionally by other papers, the development of the newspaper business would be checked. Such papers as paid for these expensive messages should be protected. The speech of Mr. Hayami, however, made no impression on the House, and the Bill was thrown out.

TEN coolies were arraigned before Mr. F. A. Hazland, at the Magistracy this morning, on a charge of keeping a common gaming house at No. 21, Western Street, and playing *pai-kau* yesterday afternoon. Sergeant Gordon prosecuted. The evidence was conclusive and the first defendant was fined \$25 and the remainder \$1 each.

CHAU Van Cho, a coolie with no fixed abode, was placed before Mr. C. A. D. Melbourne this morning charged with cutting the pockets of a native passenger last night on board the s.s. *Chan Chung* and stealing therefrom \$8. Defendant, it was stated, edged up to the complainant, cut his pocket, removed the money, handed it to an accomplice and cleared, but was arrested. His Worship sentenced the defendant to fourteen days' hard labour.

HO Sze, a coolie with a few aliases, apparently is fond of clocks. On the 1st inst., he went on board the steam launch *Cheong Ching* and left the boat with the engine-room clock. He removed the same to a pawnbroker's shop at Yaumati, told the pawnbroker having his suspicions told Sze to wait a few minutes. Sze assented, but as soon as the pawnbroker had turned away, presumably to inform the police, Sze cleared, leaving the clock behind. Yesterday afternoon Sze again went hunting for clocks and soon secured one from the launch *Lee Hung*. This time Sze was caught. He was placed before Mr. F. A. Hazland this morning, and sentenced to three weeks' hard labour and six hours' stocks for the theft of one clock, and for the other, seven days' imprisonment.

PROFESSOR Behring, in an interview at Harburg with a representative of the *Matin*, said that in theory he was certain of the innocuousness of his new vaccine called "tuberculase," but in practice it was a question of the quantity injected. He was equally sure that the "tuberculase" possessed not only preventive virtues, but also in certain cases and in a certain measure curative virtues. Thus this vaccine had cured cows infected with local tuberculosis, for instance, in the udder. He hoped, therefore, that it would be possible to use "tuberculase" effectively to combat human tuberculosis at any rate in its earliest stage. He believed also that it would render great services in the treatment of scrofulous children. The professor added, however, that he would keep the secret of his preparation until by experiments he had been able to frame exact directions for its use. Experiments in men would be made by experienced clinical doctors.

AN argument over a torn jacket at West Point, yesterday afternoon, resulted in two old women starting to fight and creating some commotion in the district. Through an accident, it was stated, one of the party tore the other's jacket. The owner of the garment demanded compensation for the damage, and as it was not forthcoming the disputants decided to settle the matter in a more forceful way. A large crowd gathered, and albeit several attempts were made to part the contestants they stuck together, tugging at each other's hair. After both parties had finished, it was seen that the owner of the jacket had suffered most, for she had her left thumb bitten to the bone, the thumb being left hanging by the skin. The police who came to clear the crowd took both women in charge and removed them to the station, where they were entered on the charge-sheet for fighting; the thumb of the old woman being in the meantime attended to. The women were placed before Mr. F. A. Hazland this morning. The faces of both women were swollen and considerably scratched. They admitted the charge and were fined \$3 each.

HORSES FOR SHANGHAI.

Thirty-two Australian horses were landed at Douglas wharf this morning from the China Navigation steamer *Taiyuan*, and were removed to the Hongkong Horse Repository. These animals are a fine set, and are in charge of Mr. Wm. Thern; they are consigned to Shanghai to be sold by public auction, by the Australian firm of Denham Bros., of Rockhampton, Queensland. This is the first batch of animals to leave Queensland for the Eastern market, for several years. In former years Queensland controlled a good horse trade with China, but for what reason the transportation of animals to the Orient was allowed to lapse for several years, is not made certain. The batches of horses that have recently been transported from this port for Shanghai and Tientsin have fetched such high prices—on average over 400 taels per head—that perhaps the result has encouraged Queenslanders into activity again.

The horses that arrived this morning were more or less a frisky lot. One or two broke away in Queen's Road when the electric cars passed, while one animal was sent rolling in the road after a violent collision with a tree. They were recaptured before any serious mishap occurred. One horse in particular, a big raking chestnut, had a strong aversion to leaving the ship and kicked and struggled for over half an hour. All sorts of means were resorted to to get the brute ashore, but to no purpose. Finally, a rope was thrown over his neck; he was pushed into position, and with the aid of ten sailors the horse was pulled off the boat. The animals will live at the Horse Repository for a few days until a boat is available to transport them to their destination.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—
On the 4th at 11.55 a.m. The barometer has fallen over N. Japan, owing to the depression which is passing to the Pacific to the North of Japan.
Pressure is highest over the Yellow Sea.
Gradients continue slight and moderate E. winds may be expected in the Formosa Channel and the N. part of the China Sea.
Forecast:—Moderate E. winds; rainy.

A BLAZE IN DES VŒUX ROAD.

ABOUT \$25,000 DAMAGE.

At about half-past two o'clock this morning the alarm of fire was given in the western end of the city and the Fire Brigade, in charge of Chief Inspector Baker, repaired to the scene of the conflagration. On their arrival at No. 184, Des Vœux Road West, a medicine store under the sign of Wing Shun Wo, it was discovered that the flames were burning fiercely in the drying-room, on the top storey, and at the back of the building. The fire-fighters set to work and hoses were laid, but the men were handicapped on account of the absence of water from the hydrants in the vicinity. The fire-float was soon at the nearest quay, and with the aid of a few engines, the hoses were run up to the third floor and work in earnest commenced. In consequence of the inflammable nature of the various drugs that were stored in the drying-room and the time wasted because of there being no water in the mains, the flames spread to the adjoining building No. 186. It was also a medicine store, trading under the style of Fung Yan Hing. The firemen kept at their work hard and succeeded in confining the fire to the drying-rooms of both buildings, and an hour or so later the flames were entirely subdued. The damage done to both stores was great, not so much by the flames, however, as by water.

The origin of the fire is said to be the burning of a stove. The damage done to No. 184 was put at \$2,000, while that of No. 186 is stated to be \$23,000. Both premises were insured for a total sum of \$65,000.

EXTRADITION CASE.

ALLEGED MURDER, ARSON AND ROBBERY.

Further hearing of the case in which three coolies are being examined on the application of the Chinese government for their extradition on charges of murder, arson and robbery, alleged to have been committed in the Sha-po village, Sun On district, in the province of Kwangtung, on November 20th last, was resumed at the Magistracy this afternoon.

Mr. G. E. Morrell, in the office of Messrs. Denny and Bowley, prosecuted on behalf of the Crown, and Mr. H. E. Pollock, K.C., instructed by Mr. A. G. Holborow, of Messrs. Deacon, Looker and Deacon, defended.

Evidence was heard to the effect that one defendant was arrested at the Roman Catholic Reformatory at West Point, by virtue of a warrant. Another witness was called and he stated that he arrested another man on the 27th ult., while the warrant was dated 28th ult. Witness thought the warrant must be wrong. That ended the case for the prosecution.

Mr. Pollock said that before trying to establish his *alibi*, he would say that the evidence for the prosecution was totally unreliable. He contended that the first witness called by the prosecution was a biased individual, as two of his brothers had been killed.

The case was adjourned. At the next hearing evidence for the defence will be taken.

LIME-WASHING.

A PREVENTATIVE OF PLAGUE.

At the meeting of the Sanitary Board last evening, the question of the advisability of lime-washing Chinese houses once, instead of twice, a year as at present, was considered on the motion of Mr. Henry Humphreys who, before moving his resolution, asked the President if the medical men considered lime-washing as a preventative of plague.

The President—Yes, I should say most emphatically it does. It tends to cleanliness and anything which induces greater cleanliness is to a greater or less extent a preventative.

Mr. Humphreys—You don't regard it as being a disinfectant?

The President—No.

Mr. Humphreys then stated his opinion that lime-washing once a year was all that was necessary for purposes of cleanliness, and he moved that "the Board recommend the Government to alter the bye-laws relating to lime-washing, so as to make lime-washing compulsory once in twelve months in lieu of six months."

Mr. Fung Wa-chun seconded.

The President said he was opposed to the resolution, because experience had shown that the houses became very dirty at the end of six months.

Mr. Humphreys remarked that that was largely due to the unsatisfactory way in which the lime-washing was done. In many cases it was an absolute farce. He thought it would be better if the Government did the work and charged the landlords.

Dr. Pearce doubted if that would improve matters by lime-washing once in twelve months instead of once in six. He did not consider twice a year too much.

Mr. Hooper said that what they wanted was cleanliness. They should not insist on every Chinese house being lime-washed, but allow a differentiation where the tenants kept their houses clean. He called attention to the filthy condition of the roof of the Central Market. "That," he said, "is our house. What will the Chinese think of us? It is dirtier than any coolie house."

Mr. Humphreys said that lime-washing well done once a year would be better than ten times done badly. He thought landlords would be willing that the Government should do the work and charge them.

Mr. Hewitt agreed with the President. Lime-washing ensured cleanliness.

The President having pointed out that the Board would amend their own bye-laws, the motion was altered accordingly.

On being put to the vote, three supported it and three were against it. The President gave his casting vote against the resolution.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

KOWLOON-CANTON RAILWAY.

PROPOSED REVISION OF AGREEMENT.

BRITISH TERMS UNACCEPTABLE.

CANTON VICEROY'S OBSTRUCTIVENESS.

[From Our Own Correspondent.]

Shanghai, 4th April, 2.40 p.m.

His Excellency Viceroy Shum, of Canton, has memorialized the Government at Peking on the subject of the Kowloon-Canton Railway.

He suggests a revision of the temporary agreement subsisting with the British Government in reference to the construction of the line.

In the opinion of the Viceroy the proposal, that China should build the line (excepting that portion across British territory) with British material and capital, is unacceptable.

JAPANESE JUDICIARY.

THE STUDY OF FOREIGN LANGUAGES.

Writing with reference to the study of foreign languages by the judiciary in Japan, the *Jiji Shimpō* observes that in April 1905, the Department of Justice issued a notification in which foreign languages were included in the subjects of examination for judges and procurators. An exception to this rule, however, was made in favour of graduates from the Government schools and those private law schools officially recognised by the Minister of Justice. This special treatment privilege, however, is to be withdrawn after the lapse of eight years, when students will be on the same footing as those of schools not officially recognised.

This discriminatory treatment, in the opinion of the *Jiji*, should not be the case, and it is not easy to understand why any distinction should be made. The reason which makes it necessary to include foreign languages in the examination of judicial officials is that the nature of law suits is becoming more and more difficult and complicated, and the men charged with giving a fair and impartial judgment in these cases must needs be acquainted with the legal usages and precedents in foreign countries. Moreover, the gradual increase of lawsuits in which foreigners are interested makes the knowledge of foreign languages on the part of judges and procurators additionally important. Especially is this the case in commercial disputes, as the lack of foreign knowledge in such matters is seriously prejudicial to the interests of litigants.

It is therefore necessary, continues the *Jiji*, that all judicial officials who pass examinations in future should possess a knowledge of foreign languages so as to be able to study foreign law. Law candidates who are graduates of private law schools, however, on the ground that even a simple examination in foreign languages is unfair to them if imposed, have petitioned the Government to postpone the operation of the new rule, and the Minister of Justice has now announced the postponement of the rule for examination in foreign languages for three years. This is no doubt a very liberal proceeding on the part of the Government, but it is advisable that after the expiration of the three-year grace the authorities should strictly enforce the rule in respect of all candidates, without discrimination.

DUST-BINS.

WISDOM OF UNOFFICIAL RECOMMENDATION.

At the meeting of the Sanitary Board held yesterday, when the subject of the dust-bins was discussed, Mr. Fung Wa-chun said: In accordance with the definition of common lodging houses, ten coolies, not members of the same family, living together on the same floor of a house, must take out a licence. These people contribute \$1 or \$2 among themselves per head per month towards paying the rent, and they can hardly afford to pay for a decent box to keep their few coats in. I think it is therefore absurd to compel these people to pay for dust-bins, and I therefore strongly oppose the adoption of the suggestion of the M.O.H.; which will simply add to the many hardships already inflicted on the poor.

Mr. Lau Chu Pak said: I endorse every word my colleague has said, and I further say that the Sanitary Board should not call upon people to buy a certain patent form of dust-bin, so long as they themselves provide bins or boxes that are impervious.

The Hon. the President moved that the common lodging-houses be exempted from providing the special class of dust-bins, and that others mentioned, bakeries, laundries, etc., should supply bins that are impervious, but of no particular pattern.

This was carried.

SHIPPING AND MAILS.

MAILS DUE.

English (*Devantra*) 5th inst., 5 p.m.
Australian (*Taiyuan*) 6th inst.
German (*Prinz Sigismund*) 9th inst.
Canadian (*Empress of India*) 10th inst.
German (*Sachsen*) 11th inst.

The Boston S. S. Co.'s s.s. *Shawmut* sailed from Kobe on 3rd inst.
The s.s. *Elmhurst* left Singapore on 3rd inst.; and is due here on 10th inst.

The P. & A. s.s. *Numarika* left Moji for this port yesterday afternoon, and will be due to arrive at Hongkong on 8th inst.
The C. P. & R. Co.'s s.s. *Empress of India* arrived at Yokohama at 11.30 a.m., on 3rd inst., and leaves again at 6 p.m. same day, for Kobe, where she is due to arrive at 6 p.m. on 4th inst.

TELEGRAMS.

[Russia.]

The Elections in Russia.

LONDON, and April.

Most of the towns in Russia, where elections have been held, have produced fiascos. The Constitutional Democrats continue their successes, and have exclusively carried the Imperial residence, the towns of Tarkoe Selo, Peterhoff, Gutchina and Orienabareim.

The primary workmen's elections in Odessa were fixed for yesterday, but the whole of the 66 candidates were arrested owing to their Liberal tendencies.

Later.

Execution of the Natal Natives.

The natives who murdered the police in Natal have been executed by shooting.

The America Cup.

Sir Thomas Lipton has commissioned Mylne, of Glasgow, to design a new challenger for the America Cup.

New Russian Loan.

The Times states that a new Russian loan of £50,000,000 is expected immediately after Easter to be started in Paris, and that France will take £40,000,000 of it.

The Revenue of Great Britain.

The surplus of the revenue of Great Britain to the 31st March is £3,491,000, not £4,870,290 as previously telegraphed.

THE ORIENTAL LADIES' SOCIETY.

EMANCIPATION IN THE FAR EAST.

The social life of Japanese women is undergoing a slow but sure process of evolution, according to a vernacular contemporary. Since the outbreak of the Russo-Japanese war they have taken a more active interest in public affairs, and the Oriental Ladies' Society of Tokyo is reported to be successfully engaged in improving the general social conditions of women in the Far East. As an instance of the operations of the society an interesting story is related of Viceroy Chang Chih-tung, of Hukwang, China, says the *Japan Chronicle*.

The Viceroy, till a short time ago, was so far an adherent to ancient custom as to refuse to receive foreign ladies under any circumstances. On the occasion of the recent visit of Miss Kiyofuji and Miss Kawahara to Wuchang, as members of the Oriental Ladies' Society, the Viceroy departed from former usage and received the ladies in person. Moreover, Lady Chang, his Excellency's wife, presented a poem to Miss Kiyofuji in appreciation of her labours. The Viceroy, accompanied by his wife, later paid a visit to the kindergarten conducted by Japanese ladies at Wuchang.

So impressed were the visitors with what they saw that they at once engaged two of the Japanese teachers to act as governesses in their family. The Viceroy has since written to Marchioness Nabeshima, President of the Oriental Ladies' Society, requesting that Lady Chang, his daughter-in-law, and other ladies of the family be enrolled as members, which request was at once acceded to.

A KLEPTOMANIAC.

"CANNOT HELP STEALING"

A very interesting case was heard at the Police Court this morning, when a Chinaman, in European attire, stood in the dock and pleaded to be a kleptomaniac. He was charged by Inspector Gauld, of No. 2 Police-station, with stealing two Gladstone bags, the property of Chan A-tong.

"I cannot help it," said the defendant. "I sometimes lose my senses and when I see anything good I cannot help taking it."

The defendant, whose name is Wong U, alleges to have been a resident in the United States for some years and was committed there for a similar offence.

It appears that the handbags were in a shop at Wanchai yesterday, and the alleged kleptomaniac passed by and seeing the bags walked into the shop, picked them up and was walking out of the shop when he was given in custody by a *faki*.

At the Court this morning Wong U pleaded guilty.

Mr. Hazeland—I had better remind this case to enable the defendant to be examined by a doctor.

Insp. Gauld—There are no signs of defendant being a kleptomaniac.

His Worship—Let him be examined and tell the doctor what the defendant said.

The case was then remanded.

CLAIM FOR WORK DONE.

PAYMENTS IN KIND.

In Summary Jurisdiction this morning, His Honour Mr. A. G. Wise, Puisne Judge, presiding, Ma Chio, carpenter, of No. 3 Square Street, and Li Chung, carpenter, of 32 Gage Street, carrying on business in co-partnership, sued the Kwong Yung Lung firm, building contractors, of 36 Hollywood Road, to recover the sum of \$103.80, being balance due by defendants to plaintiffs for work done and material supplied.

Mr. R. Gardiner, of Mr. O. D. Thomson's office, appeared for plaintiff, and Mr. Harding, of Messrs. Ewens, Harston and Harding, for the defendant firm.

Plaintiff claimed that he had paid the full amount due, as would be seen if an account was taken, as he had made a number of payments in kind—that is in rice, and so settled the account.

The matter was referred to the Court shroff for preparation of an account.

PARTNERSHIP ISSUE.

IN BANKRUPTCY.

In Bankruptcy Jurisdiction this morning, before His Honour Sir Francis Pigott, Chief Justice, the case of the Loi Hing firm, *2nd part*, Wong Ka Chun, was called on. Mr. E. H. Sharp, K.C., instructed by Mr. G. K. Hall Brutton, of Messrs. Brutton, Hett and Goldring, appeared for the Official Receiver, and Mr. M. W. Slade, instructed by Mr. R. F. Harding, represented the defendant.

The following jury was empanelled:—Messrs. H. M. Kendall (foreman), Gustav Koenig, J. C. Gow, A. E. Slaney, A. Schunemann, D. Silas, and U. H. Schneider.

Mr. Sharp said this was a case for a trial of issue as to whether Wong Ka Chun was a partner in the firm Loi Hing, and the Official Receiver would produce evidence to show that he did everything in the firm that usually fell to the share of a partner to do. Wong Ka Chun was now 73 years of age and had been a partner in the Loi Hing firm for forty years.

Addressing the jury, Mr. Sharp said the question they would have to answer was whether Wong Ka Chun was a partner in the Loi Hing firm, and he would submit evidence that he was. The Loi Hing was a bank, and for many years carried on business in Hongkong prosperously, and financially, Wong Ka Chun was the principal partner. At the Chinese New Year 1905 the bank found itself in difficulties, a not unusual occurrence at that time. The bank had a good deal of Chinese money in deposit, and when they heard the bank was in difficulties they went to the bank, and saw Wong Ka Chun, and Ma Fa Ting, and Wong Ka Chun made certain promises of payment, and some of the men were paid and some were not. A meeting was then summoned for the 19th February, and it was held, three partners presiding, Wong Ka Chun, Ma Fa Ting, and another, he need trouble them with: Ma Fa Ting addressed the creditors to sign that they would give the bank nine months to pay half the liabilities and another nine months to pay the other half. The creditors refused to sign that agreement, and then Wong Ka Chun addressed the meeting and offered to reduce the time to six and twelve months instead of nine and eighteen months for the payment. The books were produced and showed a balance due to the bank of about \$1,000,000. Wong Ka Chun then said that if the bank had any bad debts, and was not able to pay them, that they, the three partners themselves, would pay them. The agreement failed, and a petition in Bankruptcy was filed by the creditors. He would prove that Wong Ka Chun had filed affidavits in this Court, one as recently as in 1904, six years after he alleges he retired from the bank, stating that he is the managing partner in the Loi Hing Bank. This should be sufficient alone for the Official Receiver's case, but he would prefer to produce much further evidence. The evidence would include that of merchants whom Wong Ka Chun had induced to deposit money, stating that he was the managing partner of the bank. He would further prove that up to the last, Wong Ka Chun had been in constant attendance at the bank, and performed all the duties of a managing partner.

The defence would be that Wong Ka Chun retired from the firm in 1898, but if he retired then his own affidavits showed that he came back to the firm later, so it was of no moment whether he retired in 1898 or not. There was a change in the firm in 1898, and the business was assigned to a syndicate, called the Kwong Tai Tong, and that fact was advertised in the Chinese papers. But he did not propose to deal with matters so remote as that. Wong Ka Chun had filed two affidavits, one prior to 1898, and one in July 1904, and in both those affidavits he used the same expression "I, Wong Ka Chun, am the managing partner of the Loi Hing firm." As regards the alleged retirement in 1898, it was immaterial, and even if it was true it would not affect the case as they would see that from 1902 he was managing partner. And the strongest evidence that a man is a partner is his saying so. He not only acts as a partner, but he signs affidavits to that effect, and tells all the merchants with whom he has transactions that he is the managing partner. He would put it that this was a conspiracy between Wong Ka Chun, Ma Fa Ting, and the other partners to make out that the principal partner is not a partner and so shield his property from the creditors. But when the jury had heard the evidence they could not have any doubt that Wong Ka Chun was a partner in the Loi Hing Bank.

Evidence was heard in corroboration of Mr. Sharp's statements.

THE IMPERIAL NAVAL REVIEW.

AT YOKOHAMA.

We have received from Messrs. Brewer and Company a very interesting booklet, published by the *Japan Herald* office, Yokohama, which includes a very full description of the Imperial Naval Review, as well as of the visit of the British Fleet to that port. The frontispiece contains an excellent photograph of Admiral Togo, commander-in-chief of the united squadrons, while the work itself is dedicated to that Japanese naval hero, and his gallant officers and men, as being a memento of a great event in the history of the Japanese navy.

This book, complete as it appears to be, should prove most useful as a reference regarding the two events chronicled, for it includes a full list of the vessels taking part in the review, their tonnage, and the officers' names, as well as some very fine collotype plates of the Japanese and foreign naval vessels, and mail boats in port, as well as of various scenes and incidents during the stay of the British fleet. The whole work is got up in a manner that reflects the greatest credit upon the printers and publishers, and should prove a very pleasing souvenir of the events it records, to those who had the privilege of witnessing them. The book is on sale at Messrs. Brewer and Co.'s offices in Queen's Road.

GOVERNMENT PROPERTY.

BREEDING-GROUND OF MOSQUITO LARVE.

In the course of the proceedings at yesterday afternoon's meeting of the Sanitary Board, the Standing Orders were suspended to permit of Mr. E. A. Hewett bringing up a question for discussion on the ground of urgency. He said the question he wished to be considered was one of considerable importance. He would have given the usual notice, but he had not ascertained certain facts until the previous day. He believed he was right in saying that the Government and the Sanitary Board had sent out notices urging people to take precautions against affording facilities for the breeding of mosquitoes, but yet it had come to his notice that one of the most extensive and well-equipped breeding grounds for mosquitoes was in the heart of the city. He referred to the site of the new Post Office. It might be urged that the Sanitary Board had no jurisdiction over Government premises, but it had yet to be proved that that was legal. Certainly he could not accept it as an excuse for not discussing the question. [Mr. Hewett then produced a tumbler, which, he said, was a sample of the water, which was foul and full of matter.] The water had commenced forming there two or three months ago, and since then the hole had been filling up with water of a most disagreeable description. There was quite a tumblerful of mosquito germs. A singular feature was that the property had been visited daily by responsible officers of Government departments, who, being wise men, had had nothing to do with anything outside their own business. The fact of that pond being there had apparently escaped their notice. He thought the question should be dealt with at once. It was desirable that that work should be under proper sanitary control and that Government property should not be outside the law as regarded nuisances. Later on he would give notice of his proposal that Government property should be controlled by the officers of the Sanitary Board. [Mr. Hooper—Hear, hear.] Meanwhile he would ask the President to deal with that particular case at once.

The President.—The matter will be attended to at once.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The record of attendances and shooting results, from 1st January, 1905, to 31st March, 1906, is as follows:—

	No. of shoots attended.	Average number of shots per man.	Percentage of hits.
J. C. Gow	41	64	64
J. Parkes	6	62	62
J. Pidgeon	41	60	60
W. J. Ratley	6	60	60
J. C. Peter	26	57	57
A. Mackenzie	22	57	57
G. K. Haxton	29	55	55
F. Fisher	13	55	55
A. Jenkins	18	54	54
E. J. Philpotts	16	54	54
C. E. H. Beavis	42	53	53
G. L. Duncan	10	53	53
D. J. McKenzie	24	52	52
J. Whitall	21	52	52
Sir Francis Pigott	17	52	52
W. L. Carter	17	52	52
H. W. Fraser	24	51	51
J. J. Stubbings	24	51	51
L. G. Bird	23	51	51
J. M. Henderson	9	51	51
Hon. F. H. May	14	51	51
M. W. Slade	51	51	51
W. H. T. Davis	49	50	50
W. Goodfellow	31	50	50
A. Brown	23	50	50
E. Dougherty	18	50	50
A. W. J. Watt	18	50	50
G. H. Wakeman	12	50	50
J. S. Lewingdon	28	49	49
H. W. Robertson	15	49	49
E. W. Dawson	22	48	48
A. Moir	19	48	48
R. E. O. Bird	15	48	48
A. G. Newington	28	47	47
U. A. Farrell	9	47	47
H. R. Butterworth	8	47	47
H. R. Phelps	4	47	47
W. B. Boyce	16	45	45
C. R. Scott	13	46	46
J. Rankin	20	45	45
Evan Jones	16	45	45
A. Cameron	14	45	45
H. Pinckney	13	45	45
W. Dobbs	27	44	44
P. L. Miller	25	44	44
J. McInnes	17	44	44
L. A. M. Johnston	15	44	44
G. H. May	14	44	44
E. B. Shepherd	11	44	44
C. Coulter	14	44	44
W. H. Donald	8	44	44
A. W. Dixon	8	44	44
W. V. M. Koch	8	44	44
E. J. Mosses	8	44	44
J. D. Auld	6	44	44
D. Tollan	5	44	44
A. J. Williams	21	43	43
A. J. Crist	13	43	43
A. P. Nobbs	12	43	43
A. Ritchie	11	43	43
H. T. Richardson	11	43	43
C. W. T. Brett	9	43	43
J. H. Underwood	5	43	43
W. T. Hoskin	25	42	42
A. Blawie	22	42	42
H. Macfarlane	17	42	42
W. H. Wickham	9	42	42
A. B. Rouse	6	42	42
J. T. Douglas	25	41	41
W. McKay	13	41	41
J. McCubbin	35	40	40
Hon. G. Stewart	26	40	40
J. A. Lyon	20	40	40
L. S. Lewis	15	40	40
C. B. Buyers	13	40	40
G. A. Hastings	12	40	40
W. D. Bradwood	11	40	40
G. M. Harston	7	40	40
W. W. Pearce	7	40	40
E. Rogers	6	40	40

The above 80 members attended 1,356 shoots for an average of 47 out of each possible 70.

The remaining 150 members attended 881 shoots for an average of 30 out of each possible 70.

Mr. W. H. Trenchard Davis informs us that he has now handed over the Hongkong secretariatship of this association to Mr. G. H. Wakeman.

SHIPOWNERS AND THE NAVAL MANOEUVRES.

THE ARRANGEMENT WITH THE ADMIRALTY.

In the course of conversation with Mr. F. Shadwell Waite, the late president of the British Chamber of Shipping, the London correspondent of the *Yorkshire Post* says he was given a clear idea of the arrangement made between Sir John Fisher on the one hand, and Lloyd's and the general body of shipowners on the other, in the matter of the June naval manoeuvres. So far as Mr. Waite knows, the Admiralty scheme does not affect "liners" at all. It is assumed that in the event of war they would be quite able to take care of themselves—that is to say, to run away from any cruiser that tried to catch them. Consequently, there is no object in bringing them into the manoeuvres, and the financial peril to which Admiral Sir Edward Fremantle alluded is lessened to that extent. The sphere of operations is limited at present to the sea-way between Milford and Gibraltar, and it is estimated that it will affect about three hundred cargo steamers. These will be put by their owners under the orders of the Admiralty, which will mean a deviation of three days in the outward or homeward voyage. For this the Admiralty agrees to pay the shipowner fourpence per ton per day on the gross tonnage of his steamer. This will work out, on the average, at £50 a day per vessel, or, for 300 vessels for three days, at £45,000.

Again, as a deviation from the voyage might nullify a policy of insurance for the whole voyage, the Admiralty agrees to indemnify the shipowner against loss of ship and cargo because of the deviation. If the underwriter refuses to pay on account of the deviation, the Admiralty will compensate the shipowner. To meet the risk of loss the Admiralty itself will insure at Lloyd's. In Mr. Shadwell Waite's opinion the cost of the whole transaction to the Admiralty will be about £100,000. The shipowners as a body are not likely to make their fortunes over the transaction; neither, on the other hand, can they lose anything. They are quite clear that it is their duty to themselves and to the country to co-operate with the Admiralty. Outgoing and homecoming cargo steamers will have rendezvous given them, say Milford or Gibraltar, and when a sufficient number have come in they will be taken on in batches. The shipowners have brought away from their intercourse with Sir John Fisher a very high estimate of that officer's capability.

THE DIMINISHING BIRTH-RATE.

The crusade against race suicide, to which President Roosevelt recently gave a powerful impetus, is being carried on with energy, not only in American, but in English Churches. One Roman Catholic priest in New York has gone so far as to drape the baptismal font in black, because no christening had taken place in his church for seven or eight weeks. According to President Roosevelt and the Churchmen who think with him, the decline in the birth-rate is due to other than natural causes. But is this theory correct? In the "Nineteenth Century," Mr. J. W. Barclay takes up the cause of the people in this matter. He challenges President Roosevelt or the Bishop of London to say that the failure of the eighteen American peereesses to have heirs was wilful, or that they were lacking in a desire to have the glory of presenting their husbands with heirs to their titles. According to Burke, one-fourth of the peereesses existing at the beginning of the last century became extinct before its close—that is, within three generations. Here there could be no question of race suicide. The true law of population, declares Mr. Barclay, is not that of Malthus, but of Doubleday, who advanced the proposition that the fecundity of all living beings is in inverse ratio to the quantity of nutriment. An underfed population multiplies rapidly, but all classes in comfortable circumstances are, by a physiological law, so unpropitious as seldom to keep up their numbers without being recruited from the poorer class. In other words, the more severe the struggle for existence, the higher the birth-rate among animals or plants, and the more they are protected in that struggle, the less their fertility. Have we not in this theory of Doubleday's what may be the true explanation of the diminishing birth-rate?

COMMERCIAL.

CHINESE ENGINEERING AND MINING CO., LD.

DIVIDEND DECLARED.

Messrs. E. S. Kadoorie & Co. have received the following telegraphic information:—
"The Chinese Engineering and Mining Company, Limited, have declared a dividend (Coupon No. 6) of one shilling per share."

TO-DAY'S EXCHANGE.

	Selling.
London—Bank T.T.	2 9/16
Do. demand	2 1/16
Do. 4 months' sight	2 1/16
France—Bank T.T.	2 5/16
America—Bank T.T.	49 1/2
Germany—Bank T.T.	2 0 1/2
India T.T.	153 1/2
Do. demand	154 1/2
Shanghai—Bank T.T.	7 1/8
Singapore T.T.	14 1/2 prem.
Java—Bank T.T.	100 1/2
Japan—Bank T.T.	123 1/2
Do. demand	124 1/2
4 months' sight L/C.	2 1/16
6 months' sight L/C.	2 1/16
30 days' sight San Francisco & New York	50 1/2
1 month's sight do.	51 1/2
30 days' sight Sydney and Melbourne	2 1/16
4 months' sight France	2 1/16
6 months' sight do.	2 1/16
4 months' sight Germany	2 1/16
Bar Silver	29 11/16
Bank of England rate	4 1/2
Sovereign	9 7/8

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

	Per picul
Malwa New	990 1/2
" Old	1,030 1/2
" Older	1,070 1/2
	Per chest
Patna New	887 1/2
" Old	886 1/2
" Senars New	835 1/2
" Old	835 1/2
Persian (Paper)	—

Today's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY,

the 7th April, 1906, at 11 A.M., at

their Sales Rooms, No. 8, Des Vaux Road,

corner of Ice House Street,

A LARGE ASSORTMENT OF

ENAMELLED WARE GOODS.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 4th April, 1906. [423]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

ON

MONDAY,

the 9th April, 1906, commencing at 2.30 P.M.,

at his Sales Rooms, Duddell Street,

A FINE ASSORTMENT OF

JAPANESE CURIOS.

Comprising:—

SATSUMA VASES, PLATES AND IN-

CENSE BURNERS, BRASS AND BRONZE

BOWLS AND VASES, CLOISONNE WARE,

&c., &c.

On view from Saturday, the 7th April.

TERMS:—Cash on delivery.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 4th April, 1906. [421]

NORDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR

KUDAT AND SANDAKAN.

Taking Cargo at through rates to Tawau, Lahad

Datu, Labuan, Jolo, Zamboanga and Menado.

THE Company's Steamship

"BORNEO,"

Captain F. Sembill, (ready to load on Thursday,

the 14th instant), will leave on SATURDAY,

the 14th instant, at 9 A.M.

For Freight or Passage, apply to

NORDEUTSCHER LLOYD,

MELCHERS & Co.,

Agents.

Hongkong, 4th April, 1906. [422]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MANILA,"

FROM ANTWERP, LONDON, MALTA,

PORT SAID,

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"CALCHAS"	6th April.
GLASGOW and LIVERPOOL	"MOYUNE"	14th "
GLASGOW and LIVERPOOL	"TEUCER"	14th "
GLASGOW and LIVERPOOL	"DARDANUS"	21st "
GLASGOW and LIVERPOOL	"HECTOR"	21st "
GLASGOW and LIVERPOOL	"JASON"	28th "
GLASGOW and LIVERPOOL	"DEUCALION"	5th May.
GLASGOW and LIVERPOOL	"TYDEUS"	12th "
GLASGOW and LIVERPOOL	"HYSON"	12th "

The S.S. "Calchas" left Singapore on the 1st inst., and is expected to arrive here on the 6th.

HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	10th April.
* GENOA, MARSEILLES & L'POOL	"MACHAON"	20th "
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	21st "
AMSTERDAM, LONDON & ANTWERP	"BELLEROPHON"	8th May.
* GENOA, MARSEILLES & L'POOL	"HECTOR"	20th "
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	22nd "
AMSTERDAM, LONDON & ANTWERP	"JASON"	5th June.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via	"TEUCER"	18th April.
NAGASAKI, KOBE and YOKOHAMA	"TYDEUS"	16th May.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"NINGCHOW"	25th April.
	"YANGTZE"	25th May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd April, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YOOHAW"	6th April.
TIENSIN	"KASHING"	7th "
NINGPO and SHANGHAI	"CHINKIANG"	7th "
MANILA	"TEAN"	10th "
SHANGHAI	"SHAHSING"	11th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	20th "

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

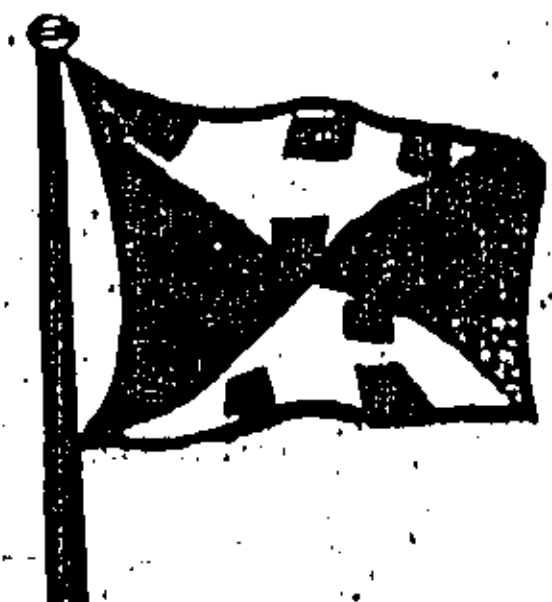
* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th April, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA VIA AMOY	FRIDAY, 6th April, at 10 A.M.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 14th April, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 31st March, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

Steamship (With Liberty to Call at the Malabar Coast).

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd December, 1905.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
THE UNDERSIGNED AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SILMSEN & Co.,
Hongkong, 28th May, 1895.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1905.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. ADSTIN, R.N.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 5.30 P.M. if tide permits.
FARES.—Week Days, 1st Class, including Cabin and servant, Single \$5; Return Ticket, \$5; 2nd Class, \$3; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 50 cents; Return, 10 cents; Beerage, 10 cents.
Breakfast, Tea and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.
On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$5 extra.
First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.
The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.SAM WANG CO.
Hongkong, 2nd January, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW".....1,300...T. R. MEAD.
"KWONG TUNG".....1,338...H. W. WALKER.Leave Hongkong for Canton at 9 every evening (Saturday excepted).
Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.
Passage Fare—Single Journey \$4.
Meals\$1 each.The Company's Wharf is a short distance West of the Harbour Master's Office.
SHIU ON S.S. CO., LD.,
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, SRABAYA & SAMARANG	CHUNSIANG	FRIDAY, 6th April, 3 P.M.
SHANGHAI	TINGSIANG	FRIDAY, 6th April, 3 P.M.
MANILA	LOONGSIANG	FRIDAY, 6th April, 4 P.M.
SANDAKAN VIA KUDAT	MAUSANG	SATURDAY, 7th April, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	MAMSANG	TUESDAY, 10th April, 3 P.M.
TIENSIN	ESANG	WEDNESDAY, 11th April, 3 P.M.

* Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 2nd April, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Feldtman	April 16th.
"ARABIA"	4,483	Metzenhain	May 22nd.
"ARAGONIA"	5,198	Ernst	June 11th.
"NICOMEDIA"	4,370	Wagemann	June 21st.

The S.S. "Numantia" arrived at Yokohama on the 27th ultimo, and may be expected to arrive here on the 6th instant.

Through Bills of Lading issued to Pacific Coast Ports and All Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent

Consignees.

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"C. FERD. LAEISZ."

Captain Meyerdericks, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 6th April, 1906, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th April, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 31st March, 1906.

Consignees.

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Matapan* and *Dordogne*, from Havre ex s.s. *Dordogne*, from Bordeaux ex s.s. *Ville de Dunkerque*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 9th April, 1906, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 9th April, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 9th April, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 2nd April, 1906.

Shipping—Steamers.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.
THE Company's Steamship."PALMCOOTA,"
Captain T. P. Babb, will be despatched as above, on SATURDAY, the 7th instant, at Daylight.
For Freight or Passage, apply toJARDINE, MATHESON & Co.,
General Agents.

Hongkong, 2nd April, 1906.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.
With liberty to call at Malabar Coast.THE Steamship
"INDRAWADI,"
Captain R. Hill, will be despatched as above, on or about the 26th April next.If sufficient inducement is offered.
For Freight, apply toJARDINE, MATHESON & Co.,
Agents.

Hongkong, 31st March, 1906.

Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"NAMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 5th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 3rd April, 1906.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 6th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 2nd April, 1906.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 2nd April, 1906.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "SATSUMA,"
FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,
Agents.

Hongkong, 2nd April, 1906.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.CABLE ADDRESS.—*Telegraph*, Hongkong.THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper, with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words in the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages.
Each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap.

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LD.,
1, Ice House Road,
Hongkong.

of names such as Amoryllis or Chloe, by which admirers of a poetical temperament used to address their mistresses, to the satisfaction of either party. In our own day the choice of Christian names is determined to a very large extent by the prevailing fashion of the moment.	<u>SHANGHAI.</u> 27th ult. <table border="0"> <tr><td>Kiang Wo.....</td><td>Tankadoo,</td><td>Mar. 19.</td></tr> <tr><td>U.S.S. Raleigh</td><td>International,</td><td>" 12.</td></tr> <tr><td>Allemanja</td><td>Old,</td><td>" 24.</td></tr> <tr><td>U.S.S. Cincinnati</td><td>Cosmopolitan,</td><td>" 25.</td></tr> </table>	Kiang Wo.....	Tankadoo,	Mar. 19.	U.S.S. Raleigh	International,	" 12.	Allemanja	Old,	" 24.	U.S.S. Cincinnati	Cosmopolitan,	" 25.	MARCH—Maiden, 17th March—<i>Saxonia</i>, 20th March—<i>Premun, Salaya</i>. 24th March—<i>Atholl</i>. 27th March—<i>Iyo Maru, Rhinania</i>. 30th March—<i>Aluta, China, Patroclus</i>. 2nd April—<i>Japan</i>. 3rd April—<i>Buchmana, Antenor, Brigsavia, Indrapura, Zilsen</i>.	* Flying Flag of Vice-Admiral Sir Arthur W. Moore, Commander-in-Chief,
Kiang Wo.....	Tankadoo,	Mar. 19.													
U.S.S. Raleigh	International,	" 12.													
Allemanja	Old,	" 24.													
U.S.S. Cincinnati	Cosmopolitan,	" 25.													

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for HATAYIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)
THE Steamship.

"OCEANA,"
Captain W. Hayward, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 7th
April, 1906, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *Marmora*, 10,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Cal-
donia*, due in London on the 10th May, 1906.
Parcels will be received at this Office until 4
P.M. the day before sailing. Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 24th March, 1906.

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MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, INDIA, ADEN,
DJIBOUTI, EGYPT, MAR-
SEILLES, LONDON.

HAYRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "ARMAND BEHIC,"

Captain E. Guionnet, will be despatched for
MARSEILLES on TUESDAY, the 17th
April, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *ERNEST SIMONS*, 1st May.

S.S. *POLYNESIE*, 15th May.

S.S. *CALDONIEN*, 29th May.

S.S. *SALAZIE*, 16th June.

G. DE CHAMPEAUX,
Agent.

Hongkong, 3rd April, 1906.

11

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

Per Case.

BRANDY * * * * *

" * * * * *

" * * * * *

WHISKY, FINE MALT.

" * * * * *

JOHN WALKER & SONS' OLD HIGHLAND

" * * * * *

C. P. & CO.'S SPECIAL BLEND

" * * * * *

PORT WINE, INVALIDS

" * * * * *

DOURO

" * * * * *

SHERRY, AMOROSO

" * * * * *

LA TORRE

" * * * * *

BENEDICTINE, D.O.M.

" * * * * *

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

143

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE.

GENERAL HOUSEHOLD.

REQUISITES.

&c., &c., &c.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 15th May, 1901.

149

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Shawmut</i>	9,606	E. V. Roberts	28th April
<i>Tremont</i>	9,606	T. W. Garlick	—
<i>Hyades</i>	3,753	J. Alwen	—
<i>Lyra</i>	4,417	G. V. Williams	—

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barbers shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 4th April, 1906.

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REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship

"SHIMOSA"

"DEN OF KELLY"

For Freight and further information, apply

DODWELL & CO., LIMITED,

Agents.

Hongkong, 28th March, 1906.

11

For Sale.

FOR SALE.

A BROWN WALKER (MARE) "KITTY,"

and a double set of Harness, complete,

in good order and condition. Also a Second-

hand VICTORIA for Single or Pair Horses.

Can be seen any day at Kennedy's Horse

Repository, Causeway Bay.

No reasonable offer refused.

Apply—

"A. B."

C/o Hongkong Telegraph.

Hongkong, 7th February, 1906.

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAY UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$9,500,000 \$250,000	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/0 9/16 = \$25.87 for 2nd half-year 1905	5 %	{ \$860 London £904 \$40 buyers
National Bank of China, Limited.....	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	...	\$40 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,600,000 \$147,895	\$211,540	\$20 for 1904	6 %	\$360
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$50,000 \$169,215 \$202,455 \$295,955	Nil.	\$4 1/2 for year ended 30.4.1905	41 %	\$97
North China Insurance Company, Limited	10,000	£15	£5	{ £100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Final of 7/6 making 15/- for 1904	5 1/2 %	Tls. 90
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$2,400,000 \$331,453 \$1,043,910 \$1,523,364 \$750,000	\$2,339,112	\$40 for 1904	5 %	\$795 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$50,000 \$5,800	\$486,284	\$12 and \$3 special dividend for 1903	7 1/2 %	\$177 1/2 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$229,488 \$2,616	\$344,018	\$6 for 1904	7 %	\$86 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,221,928	\$422,618	\$25 for 1904	7 1/2 %	\$300
SHIPPING.								
China and Manila Steamship Company, Limited.....	30,000	\$25	\$25	{ \$6,000 \$261,438 \$288,941	\$6,563	\$1 1/2 for 1905	8 1/2 %	\$18
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 \$600,000 \$154,331	Nil.	\$3 1/2 for year ended 30.6.1905	8 1/2 %	\$41 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd. ...	80,000	\$15	\$15	{ \$120,000 \$241,150 \$23,999	\$21,080	\$1 for second half-year, 1905	8 %	\$25 sellers
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	{ £20,000 £2,999	£4,435	12/- @ 1/10 = \$6.29.51 for 1904	6 1/2 %	\$93 1/2 buyers
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	{ Tls. 20,000 £400,000	Tls. 23,156	{ Final Tls. 3 making Tls. 5 for 1905	8 1/2 %	Tls. 58 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	{ £400,000 £24,144	£207,815	{ Final Tls. 14 making Tls. 31 for 1905	7 1/2 %	Tls. 50 buyers
"Shell" Transport and Trading Company, Limited.....	2,000,000	£1	£1	{ £50,000 £24,144		1/- (Coupon No. 6) for 1905	4 1/2 %	24/- buyers
"Star" Ferry Company, Limited.....	{ 10,000 10,000	{ \$10 \$10	{ \$10 \$5	{ Tls. 98,000 Tls. 350,479 Tls. 48,000 Tls. 81,200	{ \$929 Tls. 13,913	{ \$1.80 for year ending 30.4.1905	{ 5 1/2 % 4 %	{ \$32 \$23
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 350,479 Tls. 48,000 Tls. 81,200	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	11 1/2 %	Tls. 35 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$850,000 \$450,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905	14 %	\$182
Luxon Sugar Refining Company, Limited.....	7,000	\$100	\$100	{ none Tls. 100,000	\$132,588	\$3 for 1897		\$25
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 3,723	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04		Tls. 70
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	£1	£1	{ £80,000 £26,011	£13,355	Final of 1/- (No. 5)		Tls. 10 buyers
Oriental Consolidated Mining Company, Limited	500,000	G \$10	G \$10	{ none 18/10	G \$90,050	Final of 50 cents making G \$1 for 1905		G \$16
Paoh Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873	Dr. £8,745	No. 12 of 1/- = 48 cents		\$3 1/2
DOCKS, WHARVES & GODOWNS.								
Farnham (S. C.) Boyd & Co., Limited.....	15,200	Tls. 100	Tls. 100	{ Tls. 1,000,000 \$70,000	Tls. 34,924	Interim of Tls. 4 for year 1905/6	10 %	Tls. 118 1/2 buyers
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$50,000 \$5,160 \$20,000	\$8,915	\$2 for 1905	9 %	\$22 1/2
Hongkong & Kowloon Wharf and Godown Co., Ltd. ...	40,000	\$50	\$50	{ \$50,000 \$5,160 \$20,000	\$20,040	Final of \$3 1/2 making \$6 for 1905	6 %	\$102
Kowloon and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$50,000 \$5,160 \$20,000	\$36,232	\$6 for second half-year 1905	8 %	\$170
New Amoy Dock Company, Limited	10,000	\$50	\$50	{ \$50,000 \$5,160 \$20,000	\$2,221	\$1 for 1905	6 %	\$17 buyers
Shanghai and Hongkong Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 48,210 Tls. 7,202	Tls. 57,651	Final of Tls. 8 making Tls. 14 for 1905	6 1/2 %	Tls. 210 buyers
Yangtze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	{ Tls. 17,500 Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	7 1/2 %	Tls. 230 buyers
LANDS, HOTELS & BUILDING.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none Tls. 51,516	none	First year	8 1/2 %	Tls. 100
Astor House Hotel Company, Limited (Shanghai) ..	1,000	\$25	\$25	{ Tls. 34,000 Tls. 8,000	\$9,028	\$2 1/2 for year ended 30.6.1905	8 1/2 %	\$30
Astor House Hotel, Limited (Tientsin)	1,000	Tls. 60	Tls. 60	{ Tls. 34,000 Tls. 8,000	Tls. 806	Interim of Tls. 5 for year 1905/6	8 %	Tls. 130 buyers
Central Stores, Limited	{ 6,000 24,000 123	{ \$15 \$15 \$15	{ \$15 \$15 \$15	{ none \$15,000 \$15,000	{ \$4,719	{ \$2.40 on \$12 for 1905	{ 13 1/2 % 7 % on \$7 1/2 for 1905	{ \$18 \$15 1/2 buyers \$300 buyers
Do. (new issue)				{ none		None		
Do. (Founders)				{ none		None		
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$64,975 \$24,071	1619	\$5 for second half-year 1905	7 1/2 %	\$135
Hongkong Land Investment and Agency Co., Ltd. ...	60,000	\$100	\$100	{ \$24,071 \$250,000	\$67,839	Final of \$3 1/2 making \$7 for 1905	6 %	\$115
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 24,086 Tls. 7,202	Tls. 7,202	Interim of Tls. 1	14 %	Tls. 17
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ none \$208,386	\$4,699	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$50,000 \$50,000	\$5,070	80 cents for 1905	7 %	\$11 1/2
Kowloon Land and Building Company, Limited.....	6,000	\$50	\$50	{ none \$574	\$574	\$2 1/2 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ Tls. 905,593 Tls. 179,000	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 %	Tls. 117 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none \$772	\$772	Final of \$1.90 making \$3.65 for 1905	7 %	\$53
COTTON MILLS.								
Iwo Cotton Spinning and Weaving Company, Ltd....	15,000	Tls. 50	Tls. 50	{ Tls. 45,939 Tls. 30,000	Tls. 100,000	Tls. 8 for year ended 31.10.1905	12 1/2 %	Tls. 64 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$30,000 Tls. 100,000	\$23,264	\$1 for the year ending 31.7.05	6 1/2 %	\$16 buyers
International Cotton Manufacturing Company, Ltd. ...	10,000	Tls. 75	Tls. 75	{ Tls. 100,000 Tls. 100,000	Tls. 18,718	3 % a/c 1898		Tls. 61 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none Tls. 18,436	Tls. 30,762	Tls. 8 for 1905	12 %	Tls. 67 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 18,436 Tls. 18,436	Tls. 35,985	Tls. 25 for 1905	8 1/2 %	Tls. 300
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none £114	\$1,066	\$7 for 1905	7 %	\$100
Hell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £114 \$9,000	\$770	1/3 per share for 1904	9 %	\$7 1/2
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$9,000 none	\$1,097	\$3 for 1905	9 %	\$33 ex div.
China-Borneo Company, Limited.....	60,000	\$12	\$12	{ none Tls. 50,000	Nil.	\$1 for 1904		\$2 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 \$50,000	Tls. 289	Final of Tls. 5 making Tls. 10 for 1905	12 1/2 %	Tls. 80 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	{ none \$8,000	\$3,739	None	9 %	\$10 buyers
China Provident Loan & Mortgage Company, Ltd. ...	100,000	\$10	\$10	{ \$410,000 \$500,000	\$1,581	80 cents for 1905	9 %	\$9
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$25,000 \$410,000	\$2,804	\$1.20 for year ending 31.7.1905	7 1/2 %	\$16
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$410,000 \$500,000	\$52,201	\$2 dividend and 50 cents bonus for 1905	8 1/2 %	\$30
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$186,000 none	\$7,551	Final of \$1 1/2 making \$2 1/2 for year 20.1.05	11 1/2 %	\$22 buyers
Hongkong Electric Company, Limited	62,000	\$10	\$10	{ none \$50,000	\$2,151	{ \$1.00 50 cents } for year ending 31.4.1905	6 %	\$16 1/2
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$50,000 \$80,000	\$2,795	\$15 for year ending 30.1.1904	7 %	\$15 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$80,000 \$61,000	\$3,776	Final of \$15 making \$19 for 1905	8 %	\$235 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	{ \$61,000 \$2,500	\$5,813	\$9 for 1905	6 1/2 %	\$143
Hongkong Steam Waterboat Company, Limited.....	15,000	\$10	\$10	{ \$2,500 Tls. 528,210	383	Final of 50 cents making \$1 for the year	10 %	\$10 sellers
Maatschappij tot Mijnen Bosch en Landbouwen- plaat in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 528,210 Tls. 19,655	Tls. 35,849	first interim of Tls. 7 1/2 paid 15.3.06 account 1906	9 1/2 %	Tls. 232 1/2
Philippine Company, Limited	67,500	\$10	\$10	{ none Tls. 34,324	Dr. P. 34,324	None		\$5 1/2
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 165,000 Tls. 45,000	Tls. 11,017	{ Tls. 31 final & Tls. 14 bonus making Tls. 8 1/2 1905	6 1/2 %	Tls. 132 1/2
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 37,000 Tls. 9,000	Tls. 9,751	Tls. 6 for 1904	9 %	Tls. 67 1/2
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 24,820 Tls. 25,000	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905	9 %	Tls. 150 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 25,000 Tls. 17,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	8 1/2 %	Tls. 60 buyers
Shanghai Waterworks Company, Limited.....	{ 7,200 7,200	{ £20 £20	{ £20 £20	{ Tls. 170,000 Tls. 170,000	{ Tls. 17,220	{ Interim of 15/- for 1905		{ Tls. 450 ex new Tls. 200 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ none none	Dr. \$5,068	None		\$20
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none Tls. 1,134	\$1,134	50 cents for year ended 31.5.05	8 1/2 %	\$6
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of Tls. 4 1/2 making Tls. 8 1/2 for 1904/5	7 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	{ \$22,000 \$30,000	\$551	{ 80 cents } for year ended 31.5.1905	{ 9 % 11 %	{ \$9 \$180
Do. (Founders)	100	\$10	\$10	{ \$30,000 \$35,000		\$10.80		
Watson, (A. S.) & Co., Limited.....	90,000	\$10	\$10	{ \$30,000 \$35,000	\$6,096	Interim of 50 cents for 1905	7 1/2 %	\$13
William Powell, Limited	15,000	\$10	\$10	{ \$4,500	\$676	Final of 70cts. making \$1.20 for year 1904/05	11 %	\$11